

EXECUTIVE DIRECTOR'S REPORT

Manatee County

- Coquina Dredging Project:
 - ❖ Mitigation plan transmitted to regulatory agencies (including Permit)
 - ❖ Seeking prices for mitigation work.
 - ❖ Exploring additional mitigation area that may benefit Longboat Key
- Awaiting UF Sea Grant Staff proposal on moored vessels study.
- Met with Town of Longboat Key City Mgr/staff twice RE: canal dredging and pass issues.
- Jacksonville District is planning dredging operations using the Corps Dredge Currituck to remove approximately 10,000 cubic yards of material in the vicinity of USCG Buoys R38 to R44 in the GIWW, Manatee County Cut M-5, Stations 2 through 57. The dredged material will be placed into the nearshore placement area off of Egmont Key.

Charlotte County

- Trestle Project - project moving well - estimate 50% completed. Staff continues construction monitoring.
- Coordinating with County staff on contract monitoring and possible need for additional work.
- Met CC TV on site for story/filming.
- Working with County Staff, US Coast Guard, and FFWCC on Ferry Crossing signage issues (Palm Island Transit).

Lee County

- Big Carlos/New Pass project pre-construction meeting held 2/13.
- New Pass mechanical has begun.
- Big Carlos Hydraulic scheduled to start April, New Pass after that.

Sarasota County

- Consulting with County staff RE: removal of ancillary dock at Venice Jetty.
- Removed vegetation at request of HOA near Darby property.
- Sent consent to use letter for Blackburn Point parking.
- Addressing Lyons Bay channel issues with County Staff.
- Met with County Staff, RE: Navigational Dredging.

Regional/District Projects

- Attended Corps Waterway inspection trip - extremely beneficial.
- Partnered with Tampa Bay MIA and SW Florida MIA to host marine theft workshop for Law enforcement and manufacturers/boat dealers 3/15.
- Working to fulfill LE request for additional coordination on Marine Law Enforcement topics.
- Coordinating with County staff on oversight of three major projects - Trestle, New Pass, Big Carlos Pass.
- Asked to participate in Statewide Ecosystem Assessment of Coastal and Aquatic Resources ([SEACAR](#)). 5 year process, unsure of time commitment.
- Reviewing latest version of the USACE Contributed Fund Agreement as amended by USACE.
- Working with legal counsel on vessel aggregation issues.

West Coast Inland Navigation District

Board Meeting Agenda for Friday March 24, 2017, 10:00 A.M.

Venice City Hall Council Chambers 401 West Venice Ave., Venice FL

Call to Order and Roll Call

Pledge of Allegiance

Approval of Deletions or Additions to Agenda

PUBLIC COMMENT - Agenda Items Only

PRESENTATION - Hans Wilson & Associates; Commercial Inventory Study

3. CONSENT AGENDA

- a. Approval of Minutes of Regular Meeting from January 27, 2017.
- b. Approval of Invoices Paid for January 2017, February 2017.
- c. Approval of Spending Policy

4. ADMINISTRATIVE AGENDA

5. OLD BUSINESS

6. COMMISSIONER ITEMS

7. WCIND COUNSEL'S REPORT

- a. Vessel Aggregation Areas

8. EXECUTIVE DIRECTOR'S REPORT

- a. Alcalde & Fay – Federal Legislative Report
- b. County Round-up

9. PUBLIC COMMENT

NEXT MEETING DATE AND TIME: Friday June 2, 2017, at 10:00 A.M., Venice City Hall, 401 West Venice Avenue, Venice, FL

ALCALDE & FAY

GOVERNMENT & PUBLIC AFFAIRS CONSULTANTS

March 3, 2017

MEMORANDUM

TO: Justin McBride, Executive Director

FROM: Jim Davenport

SUBJECT: Federal Legislative Report

FISCAL YEAR 2017 APPROPRIATIONS

Recently, House leadership has given the House Appropriations Committee the go-ahead to begin negotiations with the Senate Appropriations Committee over fiscal year (FY) 2017 appropriations. The plan would be to finish up the 11 remaining appropriations bills before the expiration of the current continuing resolution (CR), which expires on April 28. One question will be whether the bills are packaged together in smaller mini-buses or into a larger omnibus package.

Moreover, it is not expected that the Trump Administration will be asking for significant changes to the current FY 2017 bills, and Appropriations Committee members and staff have inferred that they are not planning to make significant changes to the bills approved by the Committees last year. Instead, the Trump Administration has signaled that its recommendations and proposed changes to federal funding will come in the form of the President's FY 2018 Budget Request, which Press Secretary Sean Spicer said should be released sometime during the week of March 13th; however, recent reports indicate that the request will likely come in the form of an outline (or "skinny budget") that would highlight the President's priorities and perhaps provide some top-line spending levels. Similar budget summaries released by past Presidents have been followed by a full, detailed budget usually sometime thereafter.

As Congress finishes its work on the FY 2017 appropriations bills and begins the process for FY 2018, there have been renewed calls within the House Republican Conference to lift or modify the current moratorium on congressionally directed spending in appropriations bills, commonly referred to as earmarks. Following up on Speaker Paul Ryan's promise late last year to hold committee hearings and a floor vote on relevant proposals in 2017, House Rules Committee Chairman Pete Sessions (R-TX) recently announced that his committee would be holding public hearings on the issue in the coming months. Furthermore, Chairman Sessions confirmed that these hearings

would be followed by a recommendation report submitted to the full GOP conference before the Fourth of July recess period. While the report's later, albeit informal, deadline more than likely means that a return to earmarking funds would not be incorporated in the remaining 11 appropriations bills for FY 2017, if Congress were to vote quickly on ending or modifying the moratorium then inclusion in the upcoming FY 2018 appropriations bills is a possibility. It should be noted, however, that the Senate leadership has yet to indicate whether they would push for consideration in their chamber of any proposal to return to earmarking funds, even if it were to pass the House.

INFRASTRUCTURE PROPOSALS

Congressional Republicans are waiting for the Administration to provide details on the President's plan to spend \$1 trillion on infrastructure over 10 years. Republicans have been reluctant to begin work on legislation until receiving input from the White House. The main plank in the President's proposal is to encourage companies to invest in infrastructure and in return receive an 82 percent tax break (or \$167 billion in tax credits), which would generate approximately \$1 trillion in capital over 10 years.

Some of the business profits eyed for investment are held abroad, and thus Congress is looking at ways to repatriate the money and use it on infrastructure. The House Republican tax plan calls for repatriation to be used to fill revenue gaps left by lowering tax rates. Senator Mark Warner (D-VA), a member of the Senate Finance Committee, has a proposal to establish an infrastructure bank that would be a vehicle to oversee repatriated funds and allow for issuing infrastructure bonds.

But while the private sector already invest heavily into sectors such as energy and broadband, transportation infrastructure relies much more on government funding. Representative Richard Neal (D-MA), Ranking Member of the House Ways and Means Committee, is calling for repatriated money to be injected directly into the Highway Trust Fund (HTF), which has received less revenue from gas taxes than the government has spent, leading to transfers to the HTF from the General Fund.

Both Senator Warner's and Rep. Neal's proposals would involve the Federal government in the decision-making process. Democrats, and members representing rural states, argue that President Trump's preference to rely on the private sector would favor projects that are profit-driven, ignoring projects in rural areas that are too small to support toll roads. Democratic proposals have also called for infrastructure funding to encompass Corps of Engineers projects, which we support and will champion as an infrastructure package is developed.

We will continue to keep you apprised of our efforts.